

MOTION BY SUPERVISOR MICHAEL D. ANTONOVICH

JULY 16, 2013

OPPOSE Senate Bill 556 (Corbett)

California Senate Bill 556 (Corbett) will burden all public agencies operating transit through contract services with a requirement to add wording on the exterior of their buses that reads “*THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE*” and on the uniform of the transit operator that reads “*NOT A GOVERNMENT EMPLOYEE*”. According to the legislation, the font size for this lettering must be “*at least the same size as the largest font size otherwise displayed on the vehicle or uniform*” (see Exhibit A for a mock-up picture of what this would look like).

The County of Los Angeles has a long tradition of contracting for (or contracting through or in partnership with a municipal operator for) transit operations that provide fixed route, paratransit or recreational service serving unincorporated residents throughout the entire County.

Examples of these services that would be impacted include the following:

- East LA Shuttle
- Willowbrook Shuttle
- MLK Medical Center Shuttle
- Athens Shuttle
- Lennox Shuttle
- Agoura Hills Dial-a-Ride
- Ford Theater Shuttle
- Topanga Canyon Summer Beach Bus
- East LA Summer Beach Bus
- South Whittier Shuttle

- M O R E -

MOTION

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This legislation will also impact other municipal operations in the County including:

- MTA (148 contract buses/18 lines)
- LADOT
- Santa Clarita Transit
- Antelope Valley Transit
- Metrolink

SB 556 wrongly targets the practice of contract transit operations by public agencies and creates an unwarranted perception that somehow contract operators are less safe or less reliable than in-house public employee operators. The legislation even goes as far as to associate using contract operations as an act of “deception of the public” by public agencies by not having such conspicuous language on the exterior of the bus or on the uniform of its operators.

Implementing this legislation will increase costs, diminish revenues and create unnecessary distractions for riders and operators for County-involved contract operations. MTA alone estimates an annual cost of \$1 million to comply with SB 556.

In addition to the costs of adding the lettering to each transit vehicle or train car, transit agencies will also lose out on valuable revenue associated with “bus wrapping” which uses the exterior of the bus for paid advertising space (see Exhibit B).

SB 556 (Corbett) is unnecessary and costly. The California Transit Association opposes this legislation’s application to transit operators. MTA and local municipal operators plan to bring forth positions of opposition to the legislation this month as well. The County of Los Angeles as a major contract operator should go on record in opposition to SB 556.

**I, THEREFORE, MOVE** that the Board of Supervisors adopts a position of **OPPOSE** to Senate Bill 556 (Corbett) and direct the Chief Executive Officer to transmit a five-signature letter to our Los Angeles County State Legislative informing each member of the County’s position on SB 556 and requesting that they do not support the legislation.

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MDA:mco  
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Attachments

# EXHIBIT A





# EXHIBIT B

